

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-25-67

Date of Report: May 28, 2025

Date of Meeting: June 2, 2025

Subject: Applications to Amend Zoning By-law 60-94 and for Approval of
a Draft Plan of Subdivision, D.G. Biddle and Associates Ltd. on
behalf of 440 Taunton Road Ltd., 1440 Conlin Road East

Ward: Ward 1

File: S-O-2025-02, Z-2025-01

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the applications submitted by D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd. (the “Owner”) to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision (Files: Z-2025-01 and S-O-2025-02, respectively) to permit the development of six (6) blocks for 33 street townhouses, two (2) road widening blocks, two (2) landscape strip blocks and the extension of 2 local roads on lands municipally addressed as 1440 Conlin Road East (the “Subject Site”).

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is a copy of the Kedron Land Use and Road Plan from the Kedron Part II Plan showing the location of the Subject Site.

Attachment 3 is a copy of the proposed draft plan of subdivision S-O-2025-02 submitted by the Owner.

Attachment 4 is a copy of the recommended conditions of draft plan approval for the proposed draft plan of subdivision S-O-2025-02.

A notice advertising the public meeting was mailed to all assessed property owners within 120 metres (400 ft.) of the Subject Site and to all required public bodies. In addition, three signs giving notice of the applications were posted to the Subject Site. The notice was also provided in accordance with the City’s Public Notice Policy GOV-23-02.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on May 30, 2025.

2.0 Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 4.7 of Report ED-25-67 dated May 28, 2025, concerning the applications submitted by D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd. to amend Zoning By-law 60-94 (File: Z-2025-01) and for approval of a draft plan of subdivision (File: S-O-2025-02) to permit the development of 33 street townhouse dwellings at 1440 Conlin Road East.

3.0 Input from Other Sources

3.1 Other Departments and Agencies

The subject applications have been circulated for comment and the identification of issues to a number of departments and agencies. No department or agency that provided comments has any objection to the subject applications.

Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the further processing of the subdivision application, if the applications are approved.

4.0 Analysis

4.1 Background

The Subject Site is generally located on the north side of Conlin Road East, east of Grandview Street North and west of Townline Road North (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Durham Regional Official Plan (Envision Durham) Designation	Community Area	No change
Oshawa Official Plan Designation	Residential	No change
Kedron Part II Plan Designation	Medium Density I Residential	No change

Item	Existing	Requested/Proposed
Zoning By-law 60-94	R3-A “h-14” (Residential)	An appropriate site specific R3-A (Residential) Zone to permit the proposed street townhouse dwellings with certain performance standards such as, but not necessarily limited to, reduced lot area and exterior side yard depth, and increased lot coverage
Use	Single detached dwelling	33 street townhouses, 2 landscape strips, 2 road widening blocks, and extensions of Cayenne Street and Nottaway Gate

The following land uses are adjacent to the Subject Site:

- **North** Cayenne Street and street townhouses fronting Cayenne Street
- **South** Conlin Road East, beyond which is Mackie Park
- **East** Street townhouses, beyond which is Wheatcroft Drive
- **West** Semi-detached dwellings and street townhouses, beyond which is Horace Duncan Crescent

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage on Conlin Road East	76.2m
Gross Area of Draft Plan (including road widenings)	0.999 ha (2.47 acres)
Net Residential Area (Blocks 1 to 6)	0.646 ha (1.596 acres)
Number of Street Townhouse Dwellings	33
Proposed Net Residential Density	51.08 units per hectare (20.68 u/ac.)
Minimum Lot Area Required by R3-A Zone	180 sq.m.
Minimum Lot Area Proposed	168 sq.m.
Maximum Lot Coverage Permitted by R3-A Zone	50%
Maximum Lot Coverage Proposed	53%
Minimum Exterior Side Yard Depth Required by R3-A Zone	2.4m
Minimum Exterior Side Yard Depth Proposed	2.0m

Site Statistics Item	Measurement
Parking Spaces Required	2 spaces per street townhouse dwelling Total: 66
Parking Spaces Provided	2 spaces per street townhouse dwelling Total: 66

4.2 Durham Regional Official Plan

The new Durham Regional Official Plan (“Envision Durham”) was approved by the Province of Ontario and came into effect on September 3, 2024. However, effective January 1, 2025, the Ontario Planning Act, R.S.O. 1990, c.P.13 (the “Planning Act”), classifies the Regional Municipality of Durham as an upper-tier municipality without planning responsibilities. The Planning Act stipulates that the portions of an official plan of an upper-tier municipality without planning responsibilities that apply to a lower-tier municipality (e.g., the City of Oshawa) are deemed to constitute an official plan of the lower-tier municipality, and its plan remains in effect until the lower-tier municipality revokes it or amends it. This means that Envision Durham is an official plan of the City of Oshawa as it relates to the City of Oshawa.

The Subject Site is designed as Community Area in Envision Durham. Community Areas are intended to offer a complete living environment for Durham’s residents. They are comprised of housing, commercial uses such as retail shopping and personal service uses, offices, institutional uses, community uses, and public service facilities such as schools, libraries and hospitals, as well as an array of cultural and recreational uses.

Community Areas shall be planned for a variety of housing types, sizes and tenures within connected neighborhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings. The subject applications conform to the Durham Regional Official Plan.

4.3 Oshawa Official Plan and Kedron Part II Plan

The Subject Site is designated Residential in the Oshawa Official Plan (the “O.O.P.”).

The O.O.P. specifies, in part, that areas designated as Residential shall be predominately used for residential dwellings. In addition, subject to the relevant policies of the O.O.P., other land uses may be permitted in areas designated Residential including schools and places of worship.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, has five (5) density categories including Medium Density I Residential. The proposed

residential development would have a net residential density of 51.08 units per hectare (20.68 u/ac.) which is classified as the Medium Density I Residential density type.

The general representative housing type/form within the Medium Density I Residential category generally consists of single detached dwellings, semi-detached dwellings, duplexes and townhouse dwellings with a density of 30 to 60 units per hectare (12 to 24 u/ac.), subject to general locational criteria as follows:

- (i) Generally located at the periphery of neighbourhoods in proximity to arterial and collector roads, or located within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses.
- (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. identifies Conlin Road East as a Local Corridor. Schedule 'B', Road Network, identifies Conlin Road East as a Type 'B' Arterial Road, and Schedule 'B-1', Transit Priority Network, shows Conlin Road East as a Transit Spine. Cayenne Street and Nottaway Gate are local roads.

Development along Local Corridors shall generally be planned and developed as mixed-use areas and developments designed on the basis of a transit-supportive approach to urban design. This includes densities appropriate to support future and existing frequent transit service and building and site design having a strong pedestrian-oriented focus, to support a safe, convenient and attractive walking and cycling environment and a vibrant public realm.

In the Kedron Part II Plan the Subject Site is designated as Medium Density I Residential.

The Medium Density I Residential designation generally includes uses such as semi-detached, duplex and townhouse dwellings at a density range of 30 units per hectare (12 u/ac.) to 60 units per hectare (24 u/ac.). In addition, Section 8.7.4.5 of the Kedron Part II Plan states that single detached dwellings shall not be permitted in areas designated as Medium Density I Residential.

The road system abutting the Subject Site shown in the Kedron Part II Plan designates Conlin Road East as a Type 'B' Arterial Road. The proposed roads within the subject draft plan of subdivision consist entirely of local roads.

The subject applications conform to the O.O.P. and the Kedron Part II Plan.

4.4 Zoning By-law 60-94

The Subject Site is currently zoned R3-A "h-14" (Residential) in Zoning By-law 60-94 (see Attachment 1). The R3-A Zone permits street townhouse dwellings subject to compliance with regulations including minimum lot area, minimum exterior side yard depth and

maximum lot coverage. The purpose of the subject zoning by-law amendment application is to seek relief from these regulations for the proposed street townhouses. The purpose of the “h-14” holding symbol is to ensure that:

- (a) Appropriate arrangements are made for the provision of adequate sanitary, water, storm and transportation services and facilities to serve this development and included in a subdivision agreement which is executed.

While the “h-14” holding symbol is in place only uses permitted in a FD (Future Development) Zone are permitted, or model homes and a temporary sales office in accordance with the provisions of Subsection 4.13 of Zoning By-law 60-94.

The Applicant proposes to amend Zoning By-law 60-94 by implementing site specific zoning regulations for the R3-A Zone to permit:

- (a) Reduced minimum lot area of 168 square metres (1,808.4 sq. ft.) instead of a minimum of 180 square metres (1,937.6 sq. ft.);
- (b) Reduced minimum exterior side yard depth of 2.0 metres (6.56 ft.) instead of a minimum of 2.4 metres (7.87 ft.); and,
- (c) Increased lot coverage of 53% instead of a maximum of 50%.

The “h-14” holding symbol would remain in place until appropriate arrangements have been made for the provision of adequate sanitary, water, storm and transportation services and facilities to serve this development and included in a subdivision agreement which is executed.

This Department has no objection to the rezoning which would implement the proposed draft plan of subdivision. Section 4.6 of this Report sets out the rationale for this position.

4.5 Subdivision Design/Land Use Considerations

The proposed draft plan of subdivision includes six (6) blocks for 33 street townhouse dwellings, two (2) landscape strip blocks, two (2) road widening blocks and extensions of Cayenne Street and Nottaway Gate (see Attachment 3). The southerly extension of Cayenne Street will intersect Conlin Road East.

The proposed draft plan of subdivision has been designed to be integrated with the Treasure Hill plan of subdivision (S-O-2014-05) surrounding the Subject Site to the west, north and east.

The City intends to reconstruct Conlin Road East between Grandview Street North and Kurelo Drive starting in the Summer of 2025. This work will include a permanent concrete sidewalk on the north side of Conlin Road East across the frontage of the subject draft plan of subdivision, as well as accommodating the intersection at Cayenne Street.

Detailed design matters will be reviewed during the further processing of the draft plan of subdivision application to ensure compliance with the City’s Landscaping Design Policies, engineering standards and other policies if the applications are approved.

This Department has no objection to the proposed draft plan of subdivision subject to the recommended conditions of draft approval contained in Attachment 4. Section 4.6 of this Report sets out the rationale for this position.

4.6 Basis for Recommendation

This Department has no objection to the approval of the applications to amend Zoning By-law 60-94 and for approval of the subject draft plan of subdivision for the following reasons:

- (a) The proposed development of street townhouses at this location is consistent with the Provincial Planning Statement, 2024 and it advances a minimum density of 50 persons and jobs per hectare in the Kedron Planning Area;
- (b) The proposed development contributes to a range of housing types in the area;
- (c) The applications conform to the Durham Regional Official Plan (Envision Durham), the O.O.P. and the Kedron Part II Plan;
- (d) The design of this subdivision is compatible with existing surrounding land uses and completes the planned road network for the area;
- (e) The Region of Durham and the Central Lake Ontario Conservation Authority have no objection to the applications;
- (f) The proposed development will help the City achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031, as targeted by the Province; and,
- (g) The proposed development represents good planning.

4.7 Options

At the conclusion of the public meeting, two options are available to the Economic and Development Services Committee to deal with the subject applications.

4.7.1 Recommended Option 1: Approve the Subject Applications

At the conclusion of a public meeting, staff are normally directed to continue to review the applications and prepare a report and recommendation back to the Economic and Development Services Committee. However, with respect to the subject applications for a zoning by-law amendment and proposed draft plan of subdivision, there is potential that no significant issues are raised on the part of the public or the Economic and Development Services Committee at the public meeting.

Accordingly, the Economic and Development Services Committee may wish to pass the following motion in the event no significant issues are raised at the public meeting:

“That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-25-67 dated May 28, 2025, the application submitted by D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd. to amend Zoning By-law 60-94 (File: Z-2025-01) in order to implement a draft plan of subdivision (File: S-O-2025-02) for the lands municipally known as 1440 Conlin Road East be approved, generally in accordance with the comments contained in said Report, and that the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.
2. That, pursuant to Report ED-25-67 dated May 28, 2025, the application submitted by D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd. to implement a draft plan of subdivision (File: S-O-2025-02) featuring six (6) blocks for 33 street townhouse dwellings, two (2) landscape strips, two (2) road widening blocks, and extensions of Cayenne Street and Nottaway Gate be approved, subject to the conditions as generally set out in Attachment 4 of said Report.”

4.7.2 Option 2: Direct Staff to Further Review the Subject Applications and Report Back to the Economic and Development Services Committee

In the event significant issues are raised by the public and/or the Economic and Development Services Committee at the public meeting, then staff should be directed to further review the subject applications and prepare a subsequent report. In this case, the following motion should be passed by the Economic and Development Services Committee:

“That, pursuant to Report ED-25-67 dated May 28, 2025, concerning the applications submitted by D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd. to amend Zoning By-law 60-94 (File: Z-2025-01) and to implement a draft plan of subdivision (File: S-O-2025-02) for the lands municipally known as 1440 Conlin Road East, staff be directed to further review and prepare a report and recommendation back to Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.”

5.0 Financial Implications

There are no financial implications associated with the recommendation in this Report.

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

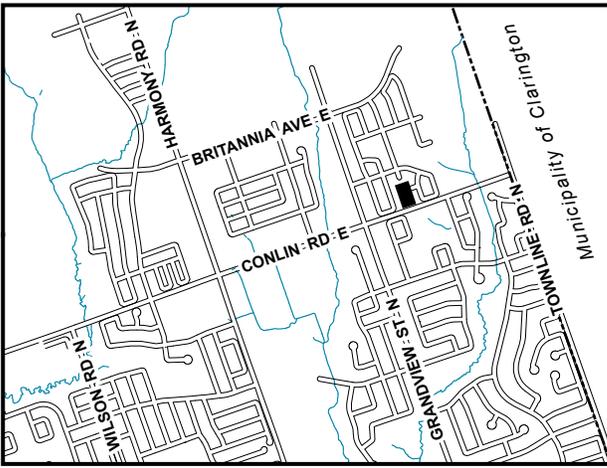
"Lead: Governance and Service Excellence" with the goal to offer community engagement activities that enhance transparency and bring diverse voices and perspectives into decision-making processes.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department



Item: ED-25-67
Attachment 1

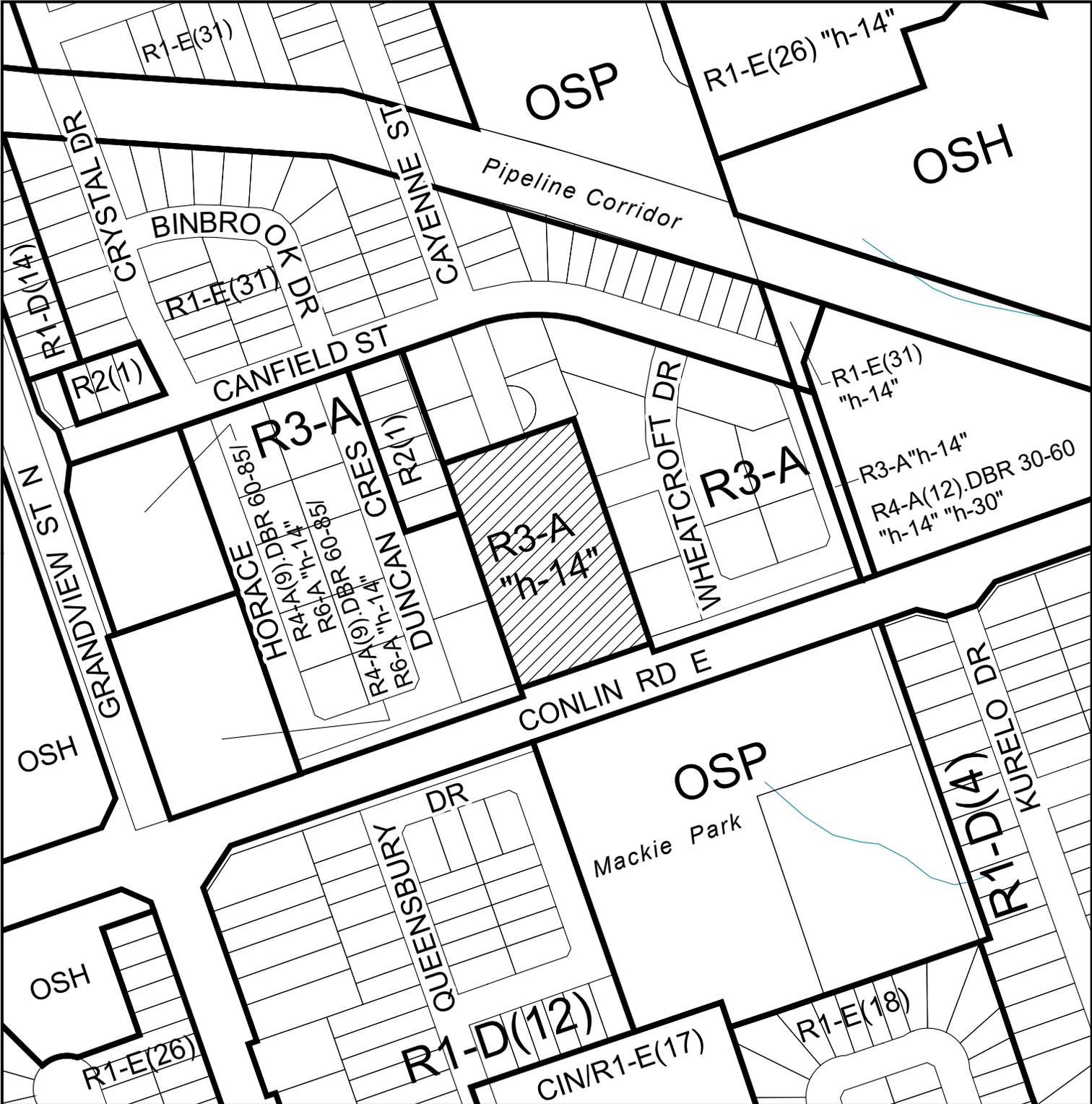
Economic and Development Services

Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd., 1440 Conlin Road East

Ward: Ward 1

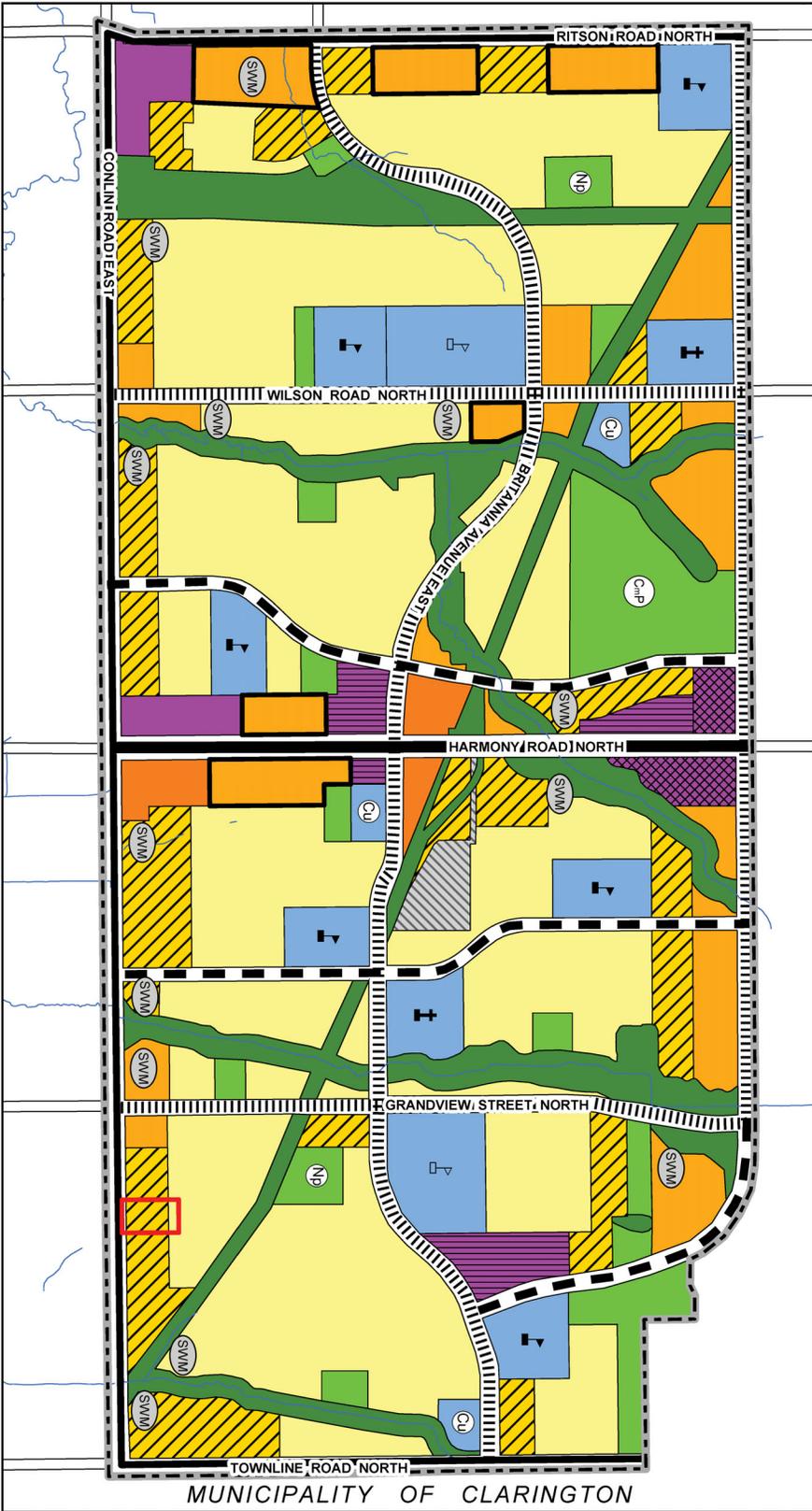
File: S-O-2025-02, Z-2025-01

Subject Site



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Title: Kedron Land Use and Road Plan from the Kedron Part II Plan, Oshawa Official Plan
 Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, D.G. Biddle and Associates Ltd. on behalf of 440 Taunton Road Ltd., 1440 Conlin Road East
 Ward: Ward 1
 File: S-O-2025-02, Z-2025-01



Schedule 'A' Kedron Land Use and Road Plan
 Part II Plan for the Kedron Planning Area
 July 2022
 Economic and Development Services

0 50 100 200 300 Meters

Legend

Residential Subject Site	Parkette	Mixed Use I
Low Density Residential	Open Space and Recreation	Mixed Use II
Medium Density I Residential	Schematic Diversion Channel	Transportation
Medium Density II Residential	Community Use	Type 'A' Arterial Road
High Density I Residential	Public Elementary School	Type 'B' Arterial Road
Subject to Policy 8.7.4.9 in Kedron Part II Plan	Public Secondary School	Type 'C' Arterial Road
Open Space and Recreation	Separate Elementary School	Collector Road
Neighbourhood Park	Community Use	Stormwater Management Facilities
Community Park	Mixed Use	Kedron Part II Plan Boundary
	Mixed Use Node	Utilities

**City of Oshawa Conditions of Approval for Draft Plan of Subdivision S-O-2025-02
(dated February 27, 2025) by 440 Taunton Road Ltd.**

A. General

1. The final 40M plan for registration shall show all street townhouses having a minimum lot frontage of six (6) metres measured at the street line.
2. The subdivider shall enter into a subdivision agreement with the City to ensure the fulfillment of the City's requirements, financially or otherwise.
3. The subdivider hereby acknowledges that the current City funding practices may change prior to plan registration or development and that the timing of the registration shall be at the City's discretion based on the City's financial ability to fund projects.
4. Any approvals which are required from the Region of Durham, Central Lake Ontario Conservation Authority, Enbridge, Oshawa Power, Bell Canada, Rogers Communications Inc., Canada Post, Durham District School Board, Durham Catholic District School Board, and any other regulatory authority for the development of this plan shall be obtained by the subdivider and written confirmation be provided to Engineering Services.
5. A draft of the final 40M plan for registration shall be submitted to Planning Services for review and comment by all agencies and departments.
6. A draft of the 40R Plans related to engineering matters shall be submitted to Engineering Services with the engineering submission for review and comment.
7. The subdivider shall implement all requirements of the Kedron Master Environmental Servicing Plan.
8. The subdivider shall pay for a peer review of any study, report or guideline, if/as required by the City.

B. Engineering Plans/Drawings Required

9. Engineering drawings, including Traffic Management Plans, shall be prepared in accordance with City policies and requirements. Prior to the preparation of the subdivision agreement, the plans and drawings are to be submitted to and approved by Engineering Services. The engineering drawings shall include Utility Co-ordination Plans which illustrate and establish the final design and location of all above-ground and below-ground utility plant and structures that service the plan. Further, the landscape plans, streetscape/architectural control guidelines and urban design guidelines shall be coordinated with engineering drawings and further, the engineering plans shall co-ordinate the driveways, street utility hardware and street trees in order to ensure that conflicts do not exist and street trees are accommodated.
10. In the event that the subdivision agreement is not executed within one (1) calendar year from the date of approval of the engineering drawings, they shall be resubmitted

to Engineering Services for approval again prior to execution of the subdivision agreement.

C. Servicing

11. The subdivider acknowledges that authority to provide any subdivision pre-servicing approval, prior to execution of a subdivision agreement, is delegated to the Director of Engineering Services. Pre-servicing, in accordance with the City's design guidelines and standards, will only be considered where it is not possible to execute and register the subdivision agreement in the time frame required to commence servicing for approved engineered services that has otherwise been found to be acceptable with confirmation from all agencies and authorities involved in the conditions set out in the conditions of draft plan approval.
12. The subdivider shall enter into an agreement with the adjoining developer of the draft plan of subdivision S-O-2014-05 for the equitable sharing of infrastructure costs and land costs serving the subject draft plan S-O-2014-05 and a copy of the fully executed agreement between those parties shall be provided to Engineering Services.
13. The subdivider shall arrange for and pay the cost of all services required to service the plan, in accordance with the City's policies and requirements.
14. Satisfactory arrangements shall be made for financing the City's share of servicing before the final plan is released for registration.
15. Any construction activities, including service connections, that impact the existing pavement of the surrounding road network will require full restoration to the satisfaction of the City or the City's Engineer, and be identified on the engineering drawings.
16. The subdivider shall pay the full cost of the City's services within this plan, including those that may be sized to accommodate the servicing requirements of privately owned property outside the limits of this plan. In addition, any payment received from the subdivider for the services covered by the City's Development Charge By-law, for which this subdivider has paid, shall be used to reimburse this subdivider for such services to the extent of this subdivider's cost, provided a front-ending agreement is executed in accordance with the requirements of the Development Charges Act.
17. The cost of any City services outside of the plan necessitated by this development to be installed, extended, relocated or altered to provide services across or through adjacent privately owned lands which are subject to a separate draft plan approval to service this plan shall be the responsibility of the subdivider. Furthermore, it is the sole responsibility of the subdivider to negotiate with the adjacent land owner(s) and secure appropriate easement(s) and/or lands required, and convey the same to the City at no cost and in a physical and environmental condition acceptable to Engineering Services.

D. Stormwater

18. This development shall comply with City policies and by-laws with respect to stormwater management.

19. A final storm drainage scheme for the lands within and abutting this plan shall be submitted to Engineering Services for approval prior to preparation of the engineering drawings for this subdivision. The engineering design for this plan shall generally follow the storm drainage scheme as described in the submitted Stormwater Management and Functional Servicing Brief, prepared by D.G. Biddle and Associates, dated February 19, 2025.
20. The subdivider shall provide a stormwater management facility fee to Engineering Services for the long term maintenance and rehabilitation cost of the stormwater management facility(ies) in the adjoining draft plan of subdivision (S-O-2014-05) to the west that will service portions of this plan.
21. The subdivider shall provide the City with copies of all Operation and Maintenance Manuals for any Low Impact Development facilities at the engineering submission stage.
22. The land within the draft plan shall not be unreasonably graded, filled or stripped except in compliance with the City's Site Alteration By-law 85-2006, as amended, or in advance of building activity, so as to cause dust and increased stormwater runoff from the lands resulting in erosion and silting of roads, services, valley lands, creeks and privately owned property. The subdivider shall undertake their work in compliance with Ontario Regulation 406/19 regarding excess fill.

E. Road Design and Details

23. All streets, including dedicated corner sight triangles and pavement elbows, shall be designed to City standards.
24. The final plan for registration shall be revised to incorporate the City's minimum road geometric design criteria. The subdivider shall reduce the number of residential building lots or reconfigure some of the lot structure as determined necessary to meet the geometric design criteria.
25. The minimum spacing between driveways and between driveways and sidewalk ramps shall be 1.30 metres and the minimum clear distance between the edge of driveway and a utility structure, hydrant or tree shall be 1.00 metre. These requirements should be reflected on the proposed sidewalk location plan.
26. The subdivider shall ensure that all streets properly align with existing and proposed development outside the limits of and abutting this plan. In this regard, the subdivider shall provide written verification to Engineering Services as part of the draft 40M Plan submission, from an Ontario Land Surveyor, that the alignment of all streets and their extension outside the limits of this plan will meet the design requirements of the City.
27. The engineering drawings shall include any work within existing City right-of-ways to allow the extension of any City right-of-way into the draft plan, including the decommissioning of the temporary cul-de-sac.
28. Reserves, as may be required by Engineering Services in each phase, shall be shown on draft 40M plans and conveyed to the City.
29. Any reserves which are required to be dedicated as public highway with the registration of this plan shall be included in draft of the final 40M plan of subdivision

for dedication as public highway or alternatively, a by-law shall be prepared for the purpose of dedicating the existing reserve as public highway.

30. The City will close, convey or dedicate any reserves, road allowances or road widenings necessitated by the development of this plan or any road allowance abutting this plan, provided the subdivider has met all of the requirements of the City, financially or otherwise, subject to the determination of the Commissioner, Economic and Development Services Department, in their sole discretion.
31. The subdivider acknowledges that current City policy provides consideration of a reduced road allowance width of eighteen (18) metres provided the road in question services less than 100 units and that the Commissioner, Economic and Development Services Department, shall require the minimum standard 20 metre road allowance width if it is determined that the construction and/or maintenance of the public services within the road allowance is not financially or otherwise feasible.
32. The subdivider is required to pay the full cost of the temporary termination of any street (in the form of a cul-de-sac) to the satisfaction of Engineering Services, and further, the subdivider acknowledges that the method of termination may restrict the availability of building permits for any lot/block that would be affected by such temporary termination.
33. The subdivider shall pay for all traffic management features along Cayenne Street and Nottaway Gate as may be determined necessary by the City during the review of the engineering submission for this development. These features will be designed and constructed to the satisfaction of Engineering Services.
34. All streets shall be named to the satisfaction of Planning Services.

F. Studies/Reports/Guidelines Required

Stormwater Report/Functional Servicing Report

35. The subdivider is required to submit for approval a detailed stormwater management report and/or functional servicing report, completed by a water resource engineer, that must address, but is not limited to, the following issues:
 - (a) Major and minor flow routes, their conveyance capacity, including cross-sectional details of roads;
 - (b) Erosion and sediment controls;
 - (c) Downstream development impacts relating to the proposed water ponding within the development lands to the north of this plan using the Master Environmental Servicing hydrological model;
 - (d) Foundation drain discharge points and flow rates;
 - (e) Infiltration potential of the lands using Low Impact Development (LID) Technologies; and,
 - (f) Water ponding depth within the roadways.

Furthermore, the subdivider is required to implement and bear the cost of all the necessary stormwater features/works recommended in the said report.

Hydrogeological

36. The subdivider shall submit for review plans that adhere to the previously approved hydrogeological assessment for draft plan of subdivision S-O-2014-05.
37. The subdivider acknowledges that they will provide all necessary mitigation measures as it relates to ground water seepage at the detailed engineering design stage to ensure that the basements will not be negatively affected by the groundwater seepage.
38. The subdivider is required to implement and bear the cost of all the necessary Low Impact Development measures/works recommended in the Hydrogeological Assessment report and submit a Maintenance/Operating Manual for the Low Impact Development measures.

Soils/Geotechnical

39. The subdivider shall complete a soils/geotechnical report and the recommendations of said report shall be implemented as appropriate with the subdivision agreement including those related to municipal services and road structure, and any requirement for development on engineered fill shall be certified by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the first engineering submission, together with soils profiles plotted on a separate set of the engineered construction drawings. The report must also include an orientation map illustrating the lots affected by any proposed engineered fill recommendations.

Soil Management

40. The subdivider shall complete a soil management report for implementation by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the Site Alteration Permit.

Noise

41. Prior to the preparation of the subdivision agreement and as part of the first engineering submission, the subdivider shall agree to retain a licensed acoustical engineer to complete and submit to Planning Services for review and acceptance a noise impact study which addresses the impact of noise generated from road traffic, airport noise, and/or the surrounding land uses and is based on the detailed grading of the site to the satisfaction of Planning Services. Further, the subdivider shall implement the recommendations for noise controls at no cost to the City, confirm that the implemented noise mitigation features(s) is/are in compliance with the Ministry of the Environment, Conservation and Parks' standards and provide the necessary warning clauses.

Streetscape/Architectural Control Guidelines

42. Prior to offering any model/property for sale, the subdivider shall engage a control architect, satisfactory to Planning Services. This control architect will complete and

submit to Planning Services for review and acceptance a priority lot plan, designed in accordance with the urban design/architectural control guidelines which were prepared and approved for draft plan S-O-2014-05, which are satisfactory to Planning Services, approve all models offered for sale and certify that all building permits plans comply with the City approved guidelines.

Tree Inventory and Assessment

43. Prior to issuance of a site alteration permit, the subdivider shall engage a certified arborist to complete a tree inventory and assessment to the satisfaction of Parks Services and Planning Services. The tree inventory and assessment shall be submitted to Planning Services.

Archaeological Study

44. Prior to issuance of a site alteration permit or any other soil disturbance, the subdivider shall undertake an archaeological study by a licensed archaeologist to be reviewed by the Ministry Tourism, Culture and Gaming and entered into the Ontario Public Register of Archaeological Reports, and correspondence documenting this review and acceptance shall be submitted to Planning Services.

G. Phasing

45. If this subdivision is to be developed by more than one registration, an overall development and phasing plan must be submitted and approved by Planning Services and Engineering Services prior to the first submission of engineering drawings, to ensure an adequate street pattern and servicing scheme prior to preparation of the engineering drawings. Engineering drawings will not be accepted until the phasing plan has been submitted and approved.
46. The use of temporary emergency access locations is discouraged. The need for temporary emergency access locations shall be reviewed to determine alternative phasing and inclusion of other portions of the approved road network of the draft plan.

H. Lots

47. The lot pattern for those blocks shown on the plan for residential development must be detailed on the engineering drawings and draft 40M Plan to properly assess requirements for items such as municipal infrastructure, individual servicing and utility coordination.

I. Street Lighting

48. The subdivider shall implement the same decorative street lighting standard used on the adjacent lands (within adjacent draft plan S-O-2014-05) and further agrees to pay for any additional costs associated with the street lighting upgrades.

J. Utility Easement and Blocks

49. The City will grant any easements required for utilities, stormwater management and servicing on City-owned lands necessitated by the development of the plan and relinquish any redundant easements, provided the subdivider has met all the requirements of the City, financially or otherwise.

50. The subdivider shall grant free of charge any easements or blocks required for servicing and the conveyance of overland flows. Easements shall be in a location and of a width as determined by Engineering Services and/or the Region of Durham and be granted upon request at any time after draft approval of the plan.
51. The final plan for registration shall include and accommodate Block(s) and easement(s) required to facilitate the installation of any utility services which cannot be accommodated in any City right-of-way to the satisfaction of Engineering Services.

K. Driveways

52. The location of all driveways shall maintain the minimum clearances from all above ground utility structures or other like apparatus where practical as per City of Oshawa standard drawing OS-211 to the satisfaction of Engineering Services.
53. A plan showing the proposed siting of the buildings on lots which indicates the length of the driveway leading to a private garage, and which has a minimum length of seven (7) metres from the street line to the garage, shall be submitted to the satisfaction of Engineering Services.

L. Landscaping

54. Landscape plans shall be submitted to Planning Services no later than the second submission of engineering plans (detailed design) for each phase.
55. This development shall comply with the City's Landscaping Design Policies and requirements. Without limiting the generality of the foregoing, the subdivider shall prepare and coordinate the landscape plans with the engineering drawings to the satisfaction of Planning Services and Engineering Services. The following shall be submitted to Planning Services:
 - (a) The landscape submission shall include, but is not limited to:
 - (i) Landscape strip blocks;
 - (ii) Preservation/protection of existing site features and vegetation;
 - (iii) Street tree planting; and,
 - (iv) Fencing.
 - (b) A statement from a Landscape Architect shall certify that the measures employed to promote the preservation of existing site features and vegetation are appropriate.
56. The subdivider will undertake to the satisfaction of Planning Services and Engineering Services and at no cost to the City:
 - (a) The installation of landscaping, fencing and drainage facilities in the landscape strips; and,
 - (b) The installation of street trees, in accordance with the City standards and requirements.
57. Any blocks required for a landscape strip shall be conveyed to the City at no cost, in a physical condition acceptable to the City. Any landscape strip block shall be of sufficient width to permit the landscape strip not to exceed a 4:1 slope or other slope

acceptable to Planning Services. If the landscape strip abuts a service road an alternative slope suitable to the design may be considered through the coordinated submission of engineering and landscape plans.

58. The subdivider shall provide a fixed payment through the subdivision agreement (10% of the estimated cost of the construction item) to provide for the long term maintenance and rehabilitation of items such as entrance features, walls and enhancements to fences, which exceed City standards and which are requested by either the subdivider or the City.

M. Parkland

59. The subdivider shall provide an appraisal to determine the cash-in-lieu of parkland payment to the satisfaction of the Commissioner, Economic and Development Services Department. The appraisal shall be at the expense of the subdivider. Cash-in-lieu of parkland required to satisfy the provisions of the Planning Act shall be provided to the satisfaction of the Commissioner, Economic and Development Services Department.

N. Zoning

60. The Zoning By-law shall be appropriately amended in order to implement the draft plan.

O. Construction Access and Haul Route

61. The heavy construction access and haul route shall be approved by Engineering Services. Details regarding the proposed location of the construction access and haul route shall be submitted to Engineering Services prior to the first submission of the engineering drawings. Engineering drawings will not be accepted until the heavy construction access and haul route has been approved.